Upgradation of small airports

1498. SHRIMATI PREMA CARIAPPA: Will the Minister of CIVILAVIATION be pleased
to state:

(a) whether Government has any proposal to upgrade the smaller airports in the country;

(b) if so, the details thereof, State-wise;

(c) the expenditure/cost involved in this project, airport-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Upgradation of airports is a continuous process depending upon the traffic potential, demands from airlines operators, commercial viability etc. Airports Authority of India (AAI), from time to time, takes initiative in this regard, keeping in view the above factors, either with its own resources or with the participation of the concerned State Governments through signing of Memorandum of Understanding (MoU) with them. However, AAI has undertaken initiatives for upgradation works at Mysore in Karnataka, Warangal and Cuddapah in Andhra Pradesh; Passighat, Tezu, along, Daparizo and Zero in Arunachal Pradesh; Kailshahar and Kamalpur in Tripura; Tura in Meghalaya; Akola, Baramati and Gondia in Maharashtra; Surat in Gujarat; Jharsuguda in Orissa; Malda and Behala in West Bengal.

Launching of new regional airlines

1499. SHRI ABU ASIM AZMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal under active consideration of Government to start new regional airlines;

(b) if so, the details thereof alongwith the norms laid down for the operation of the same;

(c) whether all non-metro cities would have easier connectivity with all parts of the country most particularly smaller and big towns;

(d) if so, the details thereof; and

(e) by when the new regional airlines are expected to be operational?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements for scheduled regional air transport service.

The concept of regional airline has been introduced with a view to promote air connectivity within a region, expand air travel services for Tier II and III cities and between specific regions. There are four regions identified as North, South, West, East/North-East coinciding with the Flight Information Regions (FIRs) as defined by the Airports Authority of India (AAI). The regional airlines are not permitted to operate on category-I routes. However, the regional airlines of the southern region which has 3 metros would be allowed to operate between the metros within the southern region namely Bangalore, Chennai and Hyderabad.

The airline can operate with minimum of 3 aircrafts and the equity requirements are as under:—

(0 Airlines operating with aircraft with take off mass equal to or exceeding 40,000kg.

(1) upto 3 aircraft—Rs 30 crores.

(2) for each additional aircraft, additional equity investment of Rs. 10 crores will be required, subject to a miximum of Rs. 50 crores after which no further equity enhancement is required.

(ii) Airlines operating with aircraft with take off mass not exceeding 40,000kg.

(1) upto 3 aircraft—Rs 12 crores

(2) for each additional aircraft, paid up capital of Rs. 4 crores will be required, subject to a miximum of Rs. 20 crores after which no further equity enhancement is required. There may be no need for further enhancement of equity if the paid up equity/reserves of Rs. 50. crores is available with the airline.

It is however up to the airlines to provide air services to specific places depending upto the traffic demand and commercial viability.

(e) Operationalization of regional airlines will depend upon the applicants fulfilling the laid down requirements and their operational preparedness and commercial planning.

Operation times given to private airlines

1500. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that private airlines are obliged and favoured to give the best timing and peak hours operation to private operators in preference to Indian;

(b) if not, why best timings have not been given to Government undertaking flights; and

(c) whether it is also a fact that to oblige certain pilots, duty allocation has been given indiscriminately and impracticaily leading to cancellation of flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. The schedules are decided by the airlines themsleves on the basis of commercial inputs and operational feasibility, in consultation with airport operator. These schedules are coordinated at the national level by a committee consisting of respesentatives of Airports Authority of lndia, Directorate General of Civil Aviation, Bureau of Civil Aviation Security, Airport Operators and the airlines. The slots are allocated in terms of historicity and in line with other such internationally accepted practices.

(c) No such information has been brought to the notice of the Government.

Permission to private airlines to fly abroad

1501. SHRI GIREESH KUMAR SANGHI:
SHRI DHARAM PAL SABHARWAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has given permission to a particular private airlines to fly abroad;

(b) if so, the details of permission granted to private airlines, route-wise and date of granting permission;

(c) whether according to Route Disbursal guidelines, only Indian and Air India an permitted to fly on Gulf routes; and

(d) if so, the reasons for granting private airlines on Gulf routes, where the issue is before the Group Ministers (GoMs)?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the Cabinet dicision of 29th December, 2004, the private scheduled carriers having a fleet of 20 aircraft and experience of 5 years continuous operations in